

(Whereupon, Mr. Van Leeuwen left the room.)

LOUIE'S_AUTO_DRIVING_SCHOOL_(08-10)

MR. ARGENIO: Louie's Auto Driving School proposes conversion of the existing residential structure into offices occupancies personal service and rental offices. The plan was reviewed on a concept basis only. Sir, can you please introduce yourself for the benefit of the board members both of you gentlemen?

MR. BUCCO: My name is Joseph Bucco, I prepared the plans along with Jay Klein and Lou Mercado.

MR. ARGENIO: Tell us what you want to do here.

MR. BUCCO: Right now there's an existing residence in the commercial zone, property is between the transmission, Mr. Transmission I believe it's called and a dentist office.

MR. ARGENIO: Why do we have this?

MR. BUCCO: I just submitted this.

MR. ARGENIO: Go ahead.

MR. BUCCO: What Mr. Mercado plans to do, he knows has an office up on 345 Windsor Highway and he has now purchased this residence hoping to turn it into an office for himself as well as a rental somewhere down the road. We have proposed to put on an addition of 541 square feet bringing a total building to 2,038 square feet.

MR. ARGENIO: So what, say that again?

MR. BUCCO: It's 2,038 square feet, the existing house is 1,097 square feet. In addition to that plans on

putting a 20 x 20 garage in the top left corner of the property that would house his two automobiles that he does his driving lessons in.

MR. ARGENIO: Do you have a setback problem there?

(Whereupon, Mr. Van Leeuwen entered the room.)

MR. BUCCO: No, the front yard the minimum is 60 feet, we provide 61 that's existing. The lot width minimum is 200, the existing lot is 75 x 200 so it's a pre-existing non-conforming. The rear yard the 30 feet we're providing 180 feet plus or minus 20 feet behind, 12 feet behind the garage in the one area. Minimum lot size like I said is minimum is 40,000, the pre-existing non-conforming is 15,000. We met the parking requirements, we have one per 150 office, 13.58 required, we provided 15 parking spaces including the garage.

MR. ARGENIO: This is very, very--

MR. VAN LEEUWEN: This is Joe Primavera's old house.

MR. ARGENIO: --very difficult to read. You're proposing a dumpster enclosure?

MR. BUCCO: Yes, if you look, the site plan it's right next to parking spot 11.

MR. ARGENIO: What is it made of?

MR. BUCCO: It's going to have a fence around it and the dumpster is enclosed. The house is remaining, I'm going to renovate the house and add on to the house, spaces can be available.

MR. SCHLESINGER: The house is not going to be used for residential?

MR. BUCCO: No.

MR. ARGENIO: This is permitted in the zone, Mark?

MR. EDSALL: Yes.

MR. ARGENIO: What's this here? It's north of the transmission store. How wide is the rear sidewalk where it says proposed deck?

MR. BUCCO: It's going to vary, the minimum will be 10 feet.

MR. ARGENIO: So the minimum width is 5 feet?

MR. BUCCO: From the deck to the curb.

MR. ARGENIO: Indicate that in the plans for me, please.

MR. VAN LEEUWEN: Can I talk for a moment?

MR. ARGENIO: Yeah, go ahead.

MR. VAN LEEUWEN: Many years ago or not many years ago, maybe 8, 9 years ago when I was on this board we approved that transmission place and the neighbors behind here because I believe this back here is residential, it's not commercial.

MR. BUCCO: Yes, it's an R-4.

MR. VAN LEEUWEN: Remember Hank you were on the board.

MR. SCHEIBLE: More than eight or nine years ago.

MR. ARGENIO: Some of those lots in this corridor are split by the C zone and the R-4 zone, this is not one of those lots. Behind this lot is the R-4 zone but the

lot is not bisected by the zone line, some of the lots in this area are but this is not one of them but the R-4 zone is directly behind this lot.

MR. VAN LEEUWEN: Charlie Catanzaro was in that boat, the transmission place was in that boat, why wouldn't this be in that boat? We have to check that out.

MR. EDSALL: The zone line as adopted by the Town Board was 200 foot back from the right-of-way and it just so happens that this specific lot is 200 foot deep so the zone line is right on the property line and they're all different depths, that's why some--

MR. VAN LEEUWEN: I brought it up because I remembered years ago and I don't want all those people on Lannis Avenue coming in there and screaming which they have done that this is residential land and there shouldn't be any parking there.

MR. ARGENIO: Let's use that comment as a segway into the thoughts on public hearing on this application, Neil, do you have any thoughts on necessity of a public hearing?

MR. SCHLESINGER: Absolutely.

MR. BROWN: Yes, you need one.

MR. GALLAGHER: Yes.

MR. ARGENIO: I'm going to skip my esteemed colleague because I think I know how he feels. I unquestionably feel that I agree that we should have one, we have had some noise from the folks on Lannis Avenue on some different applications, quite frankly they're entitled to comment because I think some of the drainage channels on some of these lots go back into the back of that so that resolves that. What's this note here says remove somewhere over in here.

MR. BUCCO: Remove garage, there's an existing garage.

MR. ARGENIO: You're going to have a driveway that goes to the rear?

MR. BUCCO: Yes.

MR. ARGENIO: And you're going to install six inch RCP pipe, is that right?

MR. BUCCO: Right.

MR. ARGENIO: What's that?

MR. BUCCO: Reinforced concrete pipe.

MR. ARGENIO: Six inch diameter RCP?

MR. EDSALL: I've got to admit that I wasn't able to or I didn't see that it's there but six inches is way less than what the town, it's too small, that's significantly less than--

MR. ARGENIO: That's an underdrain, that's nothing, it doesn't handle surface water. Let me make a suggestion, possibly you could check the inlet that's not numbered that should be numbered over on 32, see what size those pipes are over there and might be a good spot to start to give you some guidance on the sizing of that pipe. Slope of the parking lot seems to be I don't understand that, you know, I don't want to get into this, Mark, review the plans please, what I was going to say was your slope arrow indication in the rear of the parking lot and I don't want to review the plans cause Mark does that this slope indication the arrow is parallel with the contours, if the contours go this way the slope has got to be that way perpendicular with the line that's indicated, I don't want to review this, Mark, you've got to get on this, there's, I don't

want to get into this minutia, you need to do this, remove a tree, tree's got to be removed. If anybody else has something they want to comment, please comment. The plans are conceptual.

MR. VAN LEEUWEN: They have to get together with Mark, I'd like to see this blown up bigger, there's an awful lot you can't see here.

MR. ARGENIO: I agree and let me give you some guidance, there's extraneous information here that really it's not really for us, for planning board, get with Mark try to get the dimensions on the plan that need to be on the plan, he typically knows what we want to see, give you some guidance. I don't think this was done in, not that we require it, we certainly don't but get with him with the level of detail that you're sharing with us, the drawing is a little small, I think Henry's right but like I said, I didn't want to review, please clarify if you would the sidewalk configuration in the front of the site. Mark, we're talking about 9 x 19 stalls or 9 x 18?

MR. EDSALL: It's 9 x 19 is what the code requires with 25 foot aisle between the 90 degree spaces.

MR. ARGENIO: I want to read this to you, sir, one of Mark's comments, please clarify material types for pavement and sub-base for Section A sub-base should probably be New York State DOT item 304.12 Type II. Mark, let me ask you this, you have a note here about lead agency coordination letter, can we do that with this document?

MR. EDSALL: I'd prefer really the only involved agency is DOT but I would prefer having the plan cleaned up a bit before we send it over.

MR. ARGENIO: I think that would be wise to do. Anybody take exception to that?

MR. ARGENIO: Also I think you have gotten guidance on the public hearing, you know where we're going to go about that but I don't want to schedule a public hearing until the plan is fit to be displayed by the public, so I don't want to schedule that tonight, I don't want to schedule that tonight.

MR. VAN LEEUWEN: The plan is just too busy, it's very confusing to us board members, you guys drew it, I understand but that's got to be, you've got to enlarge it.

MR. ARGENIO: Here's what I'd like you to do, if you would take the direction you've been given, take Mark's comments, he's got some good comments on there and see if you can get us some clarity on the plan. I think if you blew it up a bit it would be helpful and get with Mark, grab those comments right there and there's probably some data on there that we really don't need and kind of streamline it a little bit and at that point in time when you do that we'll circulate for lead agency, we'll get you scheduled for a public hearing, we'll get those people from Lannis Avenue, get them to come in and get some feedback from them, doesn't mean that your project's not going to go, just means we want feedback from everybody, when in doubt we should have the public hearing.

MR. VAN LEEUWEN: Are they the same people on Route 207?

MR. MERCADO: No, we're on 32, sir.

MR. ARGENIO: Anything else I can do for you tonight?

MR. BUCCO: No.